

COTTAM & Co.
S.S. "Formosa"
WATERPROOF CLOAKS,
CHRISTY'S TWO D COPS,
COLLARS
(ALL SIZES AND SHAPES),
TRAVELLING TRUNKS,
6-c, 8-c, 10-c.

The Hongkong Telegraph

ESTABLISHED 1881.

"ODOL"
THE MEDICAL HALL
DEUTSCHE APOTHEKE
75, QUEEN'S ROAD CENTRAL,
HONGKONG.

NEW SERIES No. 430

日十二月七年二十二精光

FRIDAY, AUGUST 28, 1896.

五拜禮

號八廿月八英港香

THIRTY DOLLARS
PER ANNUM.

NOTICES.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,185,000
PAID-UP £668,500

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED ON CURRENT
ACCOUNTS at the rate of 2 per cent.
per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months.....4 per cent.
" 6 ".....3 1/2 " "
" 3 ".....2 1/2 " "

J. W. R. TAYLOR,
Manager, Hongkong.

Hongkong, 7th July, 1896.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Subscribed Capital.....£500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—

D. Gillies, Esq., Chairman,
H. Stoller, Esq.,
Chan Kiu Shan, Esq.,
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 24th October, 1895.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000

RESERVE FUND.....£800,000

RESERVE FUND.....£345,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balance.

On Fixed Deposits for 12 months.....4 per cent.
" 6 ".....3 1/2 " "
" 3 ".....2 1/2 " "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 15th September, 1895.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....£10,000,000

RESERVE FUND.....£6,000,000

RESERVE FUND.....£10,000,000

COURT OF DIRECTORS:

A. McCOMACHIE, Esq., Chairman,
S. C. MICHAELSON, Esq., Deputy Chairman,
Hon. J. J. Bell-Irving, Esq.,
G. B. DODD, Esq.,
M. D. ECKEL, Esq.,
R. M. GRAY, Esq.,
D. R. SASSOON, Esq.,
R. SHEWAN, Esq.,
N. A. SLEBS, Esq.,
CHIEF MANAGER:
HONGKONG:—T. JACKSON, Esq.,
MANAGER:
SHANGHAI:—J. P. WADDE GARDNER, Esq.,
LONDON:—J. P. WADDE GARDNER, Esq.,
BANKING COMPANY, LIMITED,
HONGKONG:—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent.
per annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per annum.
For 6 months, 3 1/2 per Cent. per annum.
For 12 months, 4 per Cent. per annum.

T. JACKSON,
Chief Manager.

Hongkong, 15th August, 1896.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 per
Cent. per annum.

Depositors may transfer at their option
balances of £100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per Cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895.

Notice of Firms.

NOTICE.

WE have this day OPENED a BRANCH
of our FIRM in YOKOHAMA for
Business in RAW and WASTE SILK, &c.,
and have Authorized Mr. H. BENT to Sign
per Procuration.

HERBERT DENT & Co.
Canton, 15th August, 1896.

NOTICE.

I HAVE this day commenced Business as a
GENERAL COMMISSION AGENT.

W. SHEWAN.
Hongkong, 20th July, 1896.

INSURANCES.

THE STANDARD LIFE ASSURANCE COMPANY.

has a long record of GOOD SERVICES to
refer to; its FUNDS, annually increasing,
amount to £8,086,402 Stg. The premiums are
moderate; and all modern features consistent
with safety have been adopted.

For Particulars and Rates,
Apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 2nd March, 1896.

THE COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

TYPHOON INSURANCE.

THE above COMPANY are prepared to
ACCEPT RISKS on BUILDINGS against
LOSS or DAMAGE by TYPHOONS at
Moderate Rates.

For Particulars apply to

WM. MACBEAN,
Local Manager,
HONGKONG BRANCH,
No. 2, Duddell Street.

Hongkong, 8th June, 1896.

EMPRESS ASSURANCE CORPORATION, LIMITED.

FIRE AND MARINE.

WE have this day been appointed
AGENTS and are prepared to accept
RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 28th April, 1895.

THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1824.

CAPITAL.....£2,000,000

TOTAL FUNDS AND SECURITIES.....£480,000

NET ANNUAL FIRE PREMIUM.....£757,478

HAVING been appointed AGENTS of the
above COMPANY we are prepared to
accept EUROPEAN AND CHINESE RISKS
at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 2nd January, 1896.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
COMPANY are prepared to accept First
Class FOREIGN AND CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.,
Agents.

Hongkong, 28th May, 1895.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL.....TAELS 500,000

EQUAL TO.....\$333,333.33

RESERVE FUND.....\$318,000.00

BOARD OF DIRECTORS:

LEE SING, Esq.,
LOU TAO SEW, Esq.,
LO YUEN MOON, Esq.,
MANAGER.—HO AMEL.

MARINE RISKS on GOODS, &c., taken
at CURRENT RATES to all parts of the
World.

HEAD OFFICE, 8 & 9, PRAYA WEST,
Hongkong, 17th December, 1895.

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000

The above COMPANY is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
Hongkong, 26th May, 1896.

INTIMATIONS.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS

JAPAN, &c.JavaP. W. Case.....About 4th Sept.(Freight of Passage, (Passing through the Island Sea.)

LONDONFormosa.....R. A. Peters.....About 4th Sept.Freight of Passage.

SHANGHAIRohillaF. N. TillardAbout 6th Sept.Freight of Passage.

LONDON, &c.RohillaF. N. TillardAbout 6th Sept.Freight of Passage.

LONDONShanghaiJ. Cowie, R.N.R.About 16th Sept.Freight of Passage.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 28th August, 1896.

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS, "EXCELSIOR," HONGKONG, A. B. C. Code. TELEPHONE, No. 35.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DINING-ROOMS.

For further Particulars apply to

THE MANAGER, MOUNT AUSTIN HOTEL.

Hongkong, 27th July, 1896.

THE "BUGLE" BRAND. BASS PALE ALE, GUINNESS EXTRA STOUT.

BOTTLED BY M. B. FOSTER & SONS, LTD.

The Largest Shippers of Bass' Beer in the World.

L. C. & Co. are now introducing to this Market two brands of first class Whisky, which they advise all consumers to try.

THE N. B. WHISKY.

This is a Splendid Blend, mellow and smooth, 10 YEARS OLD—Price per Dozen.....\$12.

LONG JOHN WHISKY.

THE "DEW OF BEN NEVIS" from the Far Famed Distillery at Fort William, 5 YEARS IN WOOD—Price per Dozen.....\$14.

LANE, CRAWFORD & CO.

Hongkong, 17th August, 1896.

MEALS

MONTHLY RATES FOR

AT H.K. HOTEL.

BREAKFAST.....\$12.00
TIFFIN.....15.00
DINNER.....18.00
ALL 3 MEALS.....42.50

AQUARIUS

A SPARKLING MINERAL TABLE WATER

MANUFACTURED FROM

PURE TREBLE DISTILLED WATER.



ESTD. 1884.

TELEPHONE—75.

"The latest thing in Mineral Waters that we have happened upon is AQUARIUS. We have tried it plain, and tried it with Whisky and have nothing but good to say of it."—MAN OF THE WORLD.

CALDBECK, MACGREGOR & Co.,

GENERAL MANAGERS, THE AQUARIUS COMPANY.

15, Queen's Road, Hongkong, 25th August, 1896.

THE CLUB HOTEL

5, BUND, YOKOHAMA.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Clubhouse under the Supervision of approved French Chef has no equal; ENTIRE FOREIGN MANAGEMENT Experienced English maitron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of passing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

B. V. SIOEN, Manager, YOKOHAMA.

L. DEWETTE, Manager, TOKYO.

HOTEL METROPOLE,

1, TSUKIJI, TOKYO.

INTIMATIONS.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

HONGKONG HOTEL—PRAYA.

THE ONLY GOLD MEDAL AWARDED TO THE ASBESTOS TRADE WAS OBTAINED

BY BELL'S ASBESTOS CO.

THE HIGHEST GRADE PACKINGS AND JOINTINGS KEPT IN STOCK.

ENGINE AND CYLINDER OILS ABSOLUTELY UNBEATABLE

IN QUALITY AND PRICE.

ASBESTOS IN EVERY FORM FOR FILTERS, CHEMICAL PUMPS, &c.

W. JACKSON,

Manager.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,

FOR THE UNITED ASBESTOS COMPANY, LIMITED, LONDON,

PIONEERS OF THE ASBESTOS TRADE.

Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign

Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES.

Cheaper Qualities for LOW PRESSURES.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout Her Majesty's Navy.

The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints, Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-boat and Transport in H.M. Service.

"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c. IN TWO QUALITIES.

SPECIAL QUOTATIONS FOR QUANTITIES.

SUPERINTENDENT.....THOS. SKINNER.

DODWELL, CARLILL & Co., General Agents.

Hongkong, 12th August, 1896.

W. POWELL & CO. NEW LACES. NEW MILLINERY.

NEW RIBBONS.

W. POWELL & CO.

Hongkong, 12th August, 1896.

W. BREWER & CO. JUST LANDED—NEW STOCK.

BOOTS and SHOES. TOURIST WRITING CASES.

POCKET BOOKS. CARD CASES, &c.

TENNIS POLES and NETS. TENNIS RACQUETS.

TENNIS BALLS. TENNIS SHOES.

CRICKET, BATS, BALLS, STUMPS, &c., &c.

NAVY CUT TOBACCO. ENCHANTRESS EGYPTIAN CIGARETTES.

MANZANILLA A LIGHT DRY SHERRY

OR EXCELLENT QUALITY.

Per 1 dozen Bottles.....\$9.00

A large stock of SHERRIES on hand at from

\$7.00 to \$80.00 per Dozen.

YUEN WO.

TELEPHONE, No. 135.

GANDE PRICE & CO. WINE AND SPIRIT MERCHANTS.

No. 19, QUEEN'S ROAD CENTRAL.

Hongkong, 14th August, 1896.

EXPLOSION IMPOSSIBLE. IASTRAM'S PATENT GOLDEN MEDAL PETROLEUM ENGINES

OF 2 TO 12 H.P.

FOR FACTORIES AND LAUNCHES.

WORKED BY ORDINARY PETROLEUM.

Consumption of Petroleum 1 lb. per H.P. and Hour.

A Working Stationary Engine and a Launch with a 4 H.P.

Engine will be shown and full particulars be given on application.

SCHEELE & CO., HONGKONG,

SOLE AGENTS FOR THE EAST.

NO PROFESSIONAL ENGINEER REQUIRED.

FOR SALE. G. H. MUMM & Co's CHAMPAGNE.

In cases of 6 dem. phis.....\$15 per case.

do 12 " ".....\$30 " "

do 24 " ".....\$60 " "

do 48 " ".....\$120 " "

do 96 " ".....\$240 " "

do 192 " ".....\$480 " "

do 384 " ".....\$960 " "

do 768 " ".....\$1,920 " "

do 1,536 " ".....\$3,840 " "

do 3,072 " ".....\$7,680 " "

do 6,144 " ".....\$15,360 " "

do 12,288 " ".....\$30,720 " "

do 24,576 " ".....\$61,440 " "

do 49,152 " ".....\$122,880 " "

do 98,304 " ".....\$245,760 " "

do 196,608 " ".....\$491,520 " "

do 393,216 " ".....\$983,040 " "

do 786,432 " ".....\$1,966,080 " "

do 1,572,864 " ".....\$3,932,160 " "

do 3,145,728 " ".....\$7,864,320 " "

do 6,291,456 " ".....\$15,728,640 " "

do 12,582,912 " ".....\$31,457,280 " "

Today's
Advertisements.

THEATRE ROYAL, CITY HALL.
TO-MORROW! TO-MORROW!!
GRAND SMOKING CONCERT
AND
VARIETY ENTERTAINMENT.
(Under the auspices, and with the kind assistance of some of Hongkong's Leading Amateurs.)
POPULAR PRICES! POPULAR PRICES!!
POPULAR PRICES!!!

LOOK OUT FOR THE AMERICAN HUSTLER.
FRANK BURTON.
ALL ARE INVITED TO WHAT WILL BE A CAPITAL NIGHT'S FUN.

PROGRAMME.—

- PART I.**
1.—Overture (Piano).....Mr. Nat. Ruchwaldy.
2.—Song.....Selected.....Mr. R. F. Lammert.
3.—Song....."The Curlew drops the act is done".....Mr. Payco.
4.—Song....."SHI Hs Whiskers Grow".....Mr. R. Lang.
5.—Dance.....Top-boots.....Messrs. Planching and Newman.
6.—Lecture....."Hustling Around the World".....Frank Burton.
7.—Song....."A Little of the World and its ways".....Mr. C. T. Roblisch.

INTERVAL OF 15 MINUTES.

- PART II.**
1.—Pianoforte Selection.....Mr. N. Ruchwaldy.
2.—Dialects Take off.....The Hustler.
3.—Song....."Down Our Street".....Mr. R. Lang.
4.—Dance.....Staircase.....Messrs. Planching, Payco and Newman.
5.—Song....."U. and Downs of a London Lamp-lighter".....Mr. C. T. Robinson.
6.—Song....."Only a Year Ago".....Mr. A. Headley.
7.—Song....."Standing on the Corner".....The Hustler.
mean any harm with my baby."

Popular Prices:—
Dress Circle.....\$2.00
Stalls.....1.00
Back Seats.....0.50
Doors Opened at 8.30 P.M.
Smiling Commences at 9 P.M., Sharp.

BOX OFFICE at Messrs. W. ROBINSON & Co.
FRANK BURTON,
The American Hustler,
Manager.
Hongkong, 28th August, 1896. [1359]

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
STEAMSHIP "BENVORLICH,"
FROM ANTWERP, LONDON AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd September will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 5th September or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st September at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 28th July, 1896. [1358]

"SHELL" LINE OF STEAMERS.
FOR LONDON AND HAMBURG.
THE Company's Steamship

"ELAX,"
Captain Baker, will be despatched as above on MONDAY, the 31st instant.
For Freight, apply to
ARNHOLD, KARBERG & Co., Agents.
Hongkong, 28th August, 1896. [1356]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"DIOMED,"
Captain Bartlett, will be despatched as above on WEDNESDAY, the 2nd September.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 28th August, 1896. [1313]

OCEAN STEAMSHIP COMPANY.
FOR SANDAKAN AND KUDAT.
THE Company's Steamship

"MEMNON,"
Captain Reese, will be despatched on THURSDAY, the 29th September, at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 28th August, 1896. [1361]

FOR NEW YORK.
THE 3/4 A.I. American Ship
"SAINT MARK,"
Dudley, Master, will leave for the above Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co., Agents.
Hongkong, 28th August, 1896. [1317]

Today's
Advertisements.

HONGKONG RIFLE ASSOCIATION.
COMPETITION.

THE SHORT RANGE CUP AND SPOONS will be competed for TO-MORROW (SATURDAY), the 29th instant, over the 200 and 300 yards distances; under usual conditions. Firing to commence at 2.45 P.M.

T. SMYTH,
Honorary Secretary.
Hongkong, 28th August, 1896. [1360]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.
THE Company's Steamship

"PAKHOI,"
Captain Stott, will be despatched as above TO-MORROW, the 29th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 28th August, 1896. [1360]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURRACHEE, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, TRIESTE.
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS, NATAL, EAST LONDON, PORT ELIZABETH AND CAPE TOWN.)

THE Company's Steamship

"MEDUSA,"
Captain Walleriching, will be despatched as above on FRIDAY, the 4th September.
Cargo will not be received on board after 3 P.M. prior to date of sailing.
For further information as to Passage and Freight, apply to
SANDER & Co., Agents.
Hongkong, 28th August, 1896. [1241]

Intimations.
DAKIN, CRICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSIS and other Large Consumers.
Any complaints should be addressed to the Manager.
Hongkong, 2nd May, 1896. [1247]

A. S. WATSON & CO., LIMITED.
ESTABLISHED A.D. 1841.
MANUFACTURERS OF
AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—
PURE AERATED WATER,
SODA WATER,
LEMONADE,
POTASH WATER,
SELTZER WATER,
SARSAPARILLA WATER,
TONIC WATER,
GINGER ALE,
GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 4th July, 1896. [1317]

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 28, 1896.

TELEGRAMS.

REUTER'S MESSAGE.

THE CRISIS AT ZANZIBAR.

Her Majesty's ships *St. George* and *Racon* have arrived at Zanzibar and have landed 250 men. The ships' guns command the palace. Said Kaid's force numbers 2,500 well armed men.

An ultimatum to Said Kaid demands his surrender by the morning, failing which the palace will be bombarded.

(From *Diario de Manila*.)

SPAIN AND THE POWERS.

It has leaked out that the Government have sent to the Powers a memorandum on the subject of the present relations between Spain and the United States and the war in Cuba.

In the memorandum to the Powers all the false and malicious reports about atrocities perpetrated by the Spanish Forces in Cuba are completely disproved. It is also positively declared that Spain is disposed to come to any terms compatible with a proper sense of her honor and dignity, but this can never be until she has effected a crushing defeat of the Cuban rebels and fully confirmed her sovereign rights in the island.

The Government is now estimating the amount of moral support to be relied on to induce the Government of the United States to observe strictly the international laws of neutrality.

MADRID, August 16th.
President Canovas has stated that although a Memorandum on the crisis in Cuban affairs was drawn up ready for presentation to the Powers, yet it has not been forwarded to the European Powers.

MADRID, August 17th.
President Canovas, speaking in the Cortes, said he freely admitted that in international questions it was necessary to proceed cautiously, but in any stage of the question with the United States the national honor of Spain was injuriously affected, however slightly, Spain will go to war to uphold her honor utterly regardless, and without considering, of the strength of the forces arrayed against her.

MORE WARSHIPS.

The naval authorities have decided to procure two more torpedo-destroyers, of the *Destructor* type.

A contract has been signed with Messrs. Ansaldo of Genoa for the construction of two armoured cruisers—one to be delivered in five months and the other fifteen months hence. It is probable that the Government will buy the *Garibaldi*.

ANOTHER REBEL LEADER SLAIN.

MADRID, August 12th.
General Weyler reports that the rebel Chief Sierra has been killed.

YANKKEE GRAB.

MADRID, August 20th.
The Custom House authorities at New York have detained the barque *Tres Amigos* on account of the suspicious nature of her cargo.

TERRIFIC CYCLONE IN VALENCIA.

MADRID, August 20th.
A terrific cyclone swept over Valencia yesterday, doing enormous damage to the city and surrounding country and causing many deaths.

THE PHILIPPINES ESTIMATES.

MADRID, August 21st.
Her Majesty the Queen has signed the estimates for the Philippines.

A GIGANTIC CONSPIRACY.

MADRID, August 22nd.
The Minister for Foreign Affairs has read in the Camera a telegram from the Governor-General of the Philippines giving information of a gigantic conspiracy to overthrow the reigning dynasty.

This official announcement has caused a great sensation. Party leaders and the Press of all shades of opinion unanimously offer their unconditional support to the Government.

The Government have shut up a Club known as the "Spanish-Philippine Association," situated in Relatores Street. The Vice-President, Treasurer, and Secretary of the Club have been arrested and cast into prison.

M. Via Peray (a Frenchman), Vice-President of the Spanish-Philippine Association; Dr. Moreira, Secretary Victoriano Zapatero, and Treasurer Victor Gallego are still in prison, awaiting trial for treason.

MORE ARRESTS.

MADRID, August 23rd.
Don José Oriole, D. Thomas Arejola and Don Francisco Colon have been arrested, owing to their being implicated in the conspiracy hatched by the leaders of the Spanish-Philippine Association.

The police are hunting up more of the conspirators.

(From *L'Avenir du Tonkin*.)

IN MEMORIAM DOUDART DE LAGREE.

PARIS, August 15th.
A monument has been erected at Grenoble to Doudart de Lagree, French explorer of the Mekong, amidst a large gathering of the colonial party. M. Labon paid a glowing tribute to the explorer, and M. de Myre de Villers said that France owed to Doudart de Lagree an empire which would ultimately compensate for the loss of India.

(From *Tokyo Papers*.)

COLLISION IN THE STRAITS.

SHIMOGAKI, August 17th.
The steamer *Fukushima-maru* which collided with the steamer *Tennyo* yesterday was only slightly damaged, and will be temporarily repaired here and then proceed to Osaka. The *Tennyo* escaped undamaged.

NEW STEAMSHIP SERVICES.

TOKYO, August 17th.
The proposed steamship service of the War Department between Japan and Formosa will be made a weekly service, instead of tri-monthly. The steamers are open to carry a few passengers and a certain amount of cargo. They will run between Kobe and Keelung via Moji and Nagasaki and the management of the service will be entrusted to the Nippon Yusen Kaisha.

The Government has had under consideration a proposal to subsidize some company to open a steamship service to Formosa and Vladivostok, but the project has been abandoned for the present fiscal year, no steamers chartered by the Naval and Military Departments will be used.

TELEGRAMS.

A NAVAL CONFERENCE.

TOKIO, August 13th.
A conference of Admirals will be held some time next month.

ANOTHER RISING IN KOREA.

TOKIO, August 13th.
A telegram has been received by the Government announcing that the rebels have risen at Salsan, Chung-chong-do, Korea, and freely plunder the inhabitants. The head of the district applied to the Governor of Kunsan for assistance, and about 100 soldiers were promptly sent into the disturbed district. Nothing happened to the Japanese troops guarding the telegraph line.

JAPANESE OFFICIALS.

TOKIO, August 14th.
Mr. Moton Hirobuchi (son and heir of Count Moton), an assistant diplomatic official in the Legation at Peking, has been appointed a third-class Legation Secretary and assigned to Peking.

Mr. Yushima Chingel, the first-class interpreter in the Legation at Peking, has been ordered to Amoy on official business.

RELIEVING DISTRESS IN FORMOSA.

TOKIO, August 14th.
The Governor-General's office granted 50,000 yen yesterday for the relief of the inhabitants in the vicinity of Utsin, who suffered from the recent rising there.

NAVAL AND MILITARY MOVEMENTS.

TOKIO, August 24th.
Colonel Tanchiya, head of the 2nd section in the General Staff Department, proceeded to Vladivostok the day before yesterday. On his way home, he will make an inspection of the northern part of Hokkaido.

THE CHARGE OF COWARDICE AGAINST ARMY OFFICERS.

TOKIO, August 14th.
A telegram was received by the Government last night from Formosa, announcing that Major Sato, in command of the 3rd battalion of the 4th Infantry Regiment and Captain Ishizuka have been tried by court-martial, and Lieut-Colonel Masuda, in command of the 4th Infantry Regiment, and Captain Fureuchi are expected to be arraigned also. Some of the civil officials will be punished as well.

LOCAL AND GENERAL.

On the 20th instant the *Illis Relief* fund raised in Nagsaki amounted to close on \$300.

H.M.S. *Humber* is now at Hakodate supplying the cruising squadrons with stores and provisions.

The French Consul, Comte du Chaylard, has left Tientsin for Manchuria, and will probably return to Tientsin via Vladivostok.

The number of letters and papers passed through the Royal Post Office in Seoul during the month of July was 17,339, an increase of 1,921 over the previous month.

The inventor of Japanese smokeless powder, Mr. Sakurai Yukiichi, is building a factory in Fushio, Yeshima district, Osaka. The building will be finished next month.

By kind permission of Major Retailick and Officers, the Band of the Hongkong Regiment will play in the Public Gardens to-morrow afternoon from 5 to 7 p.m., weather permitting.

The Ocean Co.'s steamer *Daucaillon* arrived at Sandakan on the 6th instant, having been put on the Hongkong-Sandakan line. She proceeded to Danvel Bay on the 10th instant.

Mr. R. A. FRASER, whose automatic railway-door controller appears to have "millions in it," is only 28 years of age. He was a clerkling at the Bank of Victoria, Melbourne, when the idea struck him, and the controller, on which Governor Brassey lately bestowed his warm approval, is the result of ten years' steady thinking.

VICOUNT ENOMOTO, Minister for Agriculture and Commerce, entertained at dinner in the Koyokan, Shiba Park, Tokio, on the 18th inst., the Captain and officers, twelve in all, of the Mexican cruiser *Zaragoza*, now at Yokohama. Marquis Ito, Admiral Viscount Ito, President of the Naval Staff Department, and other distinguished officers were present.

Thus the Sandakan *Thunderer* of the 16th instant—Much sympathy is felt here for a resident in whose garden an unfortunate Chinaman hanged herself. Such occurrences nearly within sight of one's front door are depressing. The Coroner's verdict was "death by suicide," but there was no evidence to show that she was insane—just so; but who is the depressed resident?

ABOUT three o'clock yesterday morning a number of ruffians, for whom the police are now diligently searching, boarded a fishing boat at Hongham and did to death an old woman, 66 years of age, and very nearly "did for" her husband. Nothing was stolen from the boat, and the motive for the crime is believed to be revenge. The murderers are known to the police, so there is reason to hope that they will soon be brought to justice.

El Liberal, one of the leading newspapers of Madrid, gives the following statistics as to the cost of the struggle for supremacy in Cuba:—In March, 1895, Spain sent to Cuba \$500,000; in April, \$400,000; in May, \$1,250,000; in June, \$1,800,000; in July, \$700,000; in August, \$1,600,000; in September, \$1,400,000; in October, \$700,000; in November, \$1,700,000; in December, \$4,000,000; in January, 1896, \$3,000,000; in February, \$3,000,000—a total of \$19,320,000. And still the struggle for supremacy is as far off the desired end as ever it was!

MEMORANDA.

TO-MORROW, 29th August.

2.45 p.m.—Competition of the Hongkong Rifle Association at Kowloon.

5 p.m.—By kind permission of Major Retailick and Officers, the Band of the Hongkong Regiment will play in the Public Gardens.

8 p.m.—Entertainment at Wellington Barracks.

9 p.m.—Smoking Concert at the City Hall.

TELEGRAMS.

A NAVAL CONFERENCE.

TOKIO, August 13th.
A conference of Admirals will be held some time next month.

ANOTHER RISING IN KOREA.

TOKIO, August 13th.
A telegram has been received by the Government announcing that the rebels have risen at Salsan, Chung-chong-do, Korea, and freely plunder the inhabitants. The head of the district applied to the Governor of Kunsan for assistance, and about 100 soldiers were promptly sent into the disturbed district. Nothing happened to the Japanese troops guarding the telegraph line.

JAPANESE OFFICIALS.

TOKIO, August 14th.
Mr. Moton Hirobuchi (son and heir of Count Moton), an assistant diplomatic official in the Legation at Peking, has been appointed a third-class Legation Secretary and assigned to Peking.

Mr. Yushima Chingel, the first-class interpreter in the Legation at Peking, has been ordered to Amoy on official business.

RELIEVING DISTRESS IN FORMOSA.

TOKIO, August 14th.
The Governor-General's office granted 50,000 yen yesterday for the relief of the inhabitants in the vicinity of Utsin, who suffered from the recent rising there.

NAVAL AND MILITARY MOVEMENTS.

TOKIO, August 24th.
Colonel Tanchiya, head of the 2nd section in the General Staff Department, proceeded to Vladivostok the day before yesterday. On his way home, he will make an inspection of the northern part of Hokkaido.

THE CHARGE OF COWARDICE AGAINST ARMY OFFICERS.

TOKIO, August 14th.
A telegram was received by the Government last night from Formosa, announcing that Major Sato, in command of the 3rd battalion of the 4th Infantry Regiment and Captain Ishizuka have been tried by court-martial, and Lieut-Colonel Masuda, in command of the 4th Infantry Regiment, and Captain Fureuchi are expected to be arraigned also. Some of the civil officials will be punished as well.

LOCAL AND GENERAL.

On the 20th instant the *Illis Relief* fund raised in Nagsaki amounted to close on \$300.

H.M.S. *Humber* is now at Hakodate supplying the cruising squadrons with stores and provisions.

The French Consul, Comte du Chaylard, has left Tientsin for Manchuria, and will probably return to Tientsin via Vladivostok.

The number of letters and papers passed through the Royal Post Office in Seoul during the month of July was 17,339, an increase of 1,921 over the previous month.

The inventor of Japanese smokeless powder, Mr. Sakurai Yukiichi, is building a factory in Fushio, Yeshima district, Osaka. The building will be finished next month.

By kind permission of Major Retailick and Officers, the Band of the Hongkong Regiment will play in the Public Gardens to-morrow afternoon from 5 to 7 p.m., weather permitting.

The Ocean Co.'s steamer *Daucaillon* arrived at Sandakan on the 6th instant, having been put on the Hongkong-Sandakan line. She proceeded to Danvel Bay on the 10th instant.

Mr. R. A. FRASER, whose automatic railway-door controller appears to have "millions in it," is only 28 years of age. He was a clerkling at the Bank of Victoria, Melbourne, when the idea struck him, and the controller, on which Governor Brassey lately bestowed his warm approval, is the result of ten years' steady thinking.

VICOUNT ENOMOTO, Minister for Agriculture and Commerce, entertained at dinner in the Koyokan, Shiba Park, Tokio, on the 18th inst., the Captain and officers, twelve in all, of the Mexican cruiser *Zaragoza*, now at Yokohama. Marquis Ito, Admiral Viscount Ito, President of the Naval Staff Department, and other distinguished officers were present.

Thus the Sandakan *Thunderer* of the 16th instant—Much sympathy is felt here for a resident in whose garden an unfortunate Chinaman hanged herself. Such occurrences nearly within sight of one's front door are depressing. The Coroner's verdict was "death by suicide," but there was no evidence to show that she was insane—just so; but who is the depressed resident?

ABOUT three o'clock yesterday morning a number of ruffians, for whom the police are now diligently searching, boarded a fishing boat at Hongham and did to death an old woman, 66 years of age, and very nearly "did for" her husband. Nothing was stolen from the boat, and the motive for the crime is believed to be revenge. The murderers are known to the police, so there is reason to hope that they will soon be brought to justice.

El Liberal, one of the leading newspapers of Madrid, gives the following statistics as to the cost of the struggle for supremacy in Cuba:—In March, 1895, Spain sent to Cuba \$500,000; in April, \$400,000; in May, \$1,250,000; in June, \$1,800,000; in July, \$700,000; in August, \$1,600,000; in September, \$1,400,000; in October, \$700,000; in November, \$1,700,000; in December, \$4,000,000; in January, 1896, \$3,000,000; in February, \$3,000,000—a total of \$19,320,000. And still the struggle for supremacy is as far off the desired end as ever it was!

MEMORANDA.

TO-MORROW, 29th August.

2.45 p.m.—Competition of the Hongkong Rifle Association at Kowloon.

5 p.m.—By kind permission of Major Retailick and Officers, the Band of the Hongkong Regiment will play in the Public Gardens.

8 p.m.—Entertainment at Wellington Barracks.

9 p.m.—Smoking Concert at the City Hall.

TELEGRAMS.

A NAVAL CONFERENCE.

TOKIO, August 13th.
A conference of Admirals will be held some time next month.

ANOTHER RISING IN KOREA.

TOKIO, August 13th.
A telegram has been received by the Government announcing that the rebels have risen at Salsan, Chung-chong-do, Korea, and freely plunder the inhabitants. The head of the district applied to the Governor of Kunsan for assistance, and about 100 soldiers were promptly sent into the disturbed district. Nothing happened to the Japanese troops guarding the telegraph line.

JAPANESE OFFICIALS.

TOKIO, August 14th.
Mr. Moton Hirobuchi (son and heir of Count Moton), an assistant diplomatic official in the Legation at Peking, has been appointed a third-class Legation Secretary and assigned to Peking.

Mr. Yushima Chingel, the first-class interpreter in the Legation at Peking, has been ordered to Amoy on official business.

RELIEVING DISTRESS IN FORMOSA.

TOKIO, August 14th.

LOCAL INDUSTRIES.

GREEN ISLAND CEMENT.

In starting a new industry in a colony like this the question that should be faced from the outset is—"Will the initial difficulties that are sure to crop up be overcome before those who embark in the enterprise lose not only their money but also all hope of steering their enterprise through all obstacles into the high road to absolute success?" In respect of the many enterprises started here during the last quarter of a century how many mistakes have been made—wrong lines gone on from the start, too little or too much capital subscribed, the wrong man put in charge (for the want at times of means to get the right one), unsuitable machinery purchased, miscalculations as to markets to be relied on, and so forth *ad infinitum*, until at length, after losses great and worries well-nigh interminable, the right man is found and the right methods discovered. We are far from averring that this has invariably been the order of the day, but speak only in general terms.

The Green Island Cement Company seems to be a case in point as illustrating our meaning. After struggling through all the initial difficulties of babyhood, turning out first an inferior cement, then a little better, and ultimately a good, though coarse, ground cement which gradually became known as Portland Cement that can be relied on, this Company slowly, but surely, succeeded in convincing users of cement of the merits of their brand, not only in Hongkong, but in most of the other Far Eastern ports also. Now that this Company's cement is as finely ground as the best English brands, can be got in quantity at short notice, is cheaper and in better condition in most cases than the consumer here can hope to get the home article, it is overcoming the dislike of many prejudiced persons, and will very soon, we have no doubt, be very popular in the Far East. No better proof of the quality and reliability of the Portland Cement supplied by this Company is required than the fact of its having been used in such important works as the sea-wall of the Praya Reclamation works, the heightening of the embankment of the Tyam reservoir, Messrs. Butterfield and Swire's magnificent new reservoir, and various other works where only the best Portland Cement could be used. The success of local such industries tends to the general good and prosperity of the Colony, and now that the Company have got over the main difficulties and produce a really first-class article, all that remains to be done is to make the cement a financial success, and of this there is no reason for doubt, for great headway has already been made in the right direction.

The foregoing is only a "preliminary chapter," and at an early date we purpose "writing up" all local industries, including cement, fully and fully.

AN ENGLISHMAN'S VIEWS OF FREE COINAGE.

Mr. William Henry Grenfell, Chairman of the General Council of the Bimetallic League of England, says the *Tacoma Daily News*, has been interviewed by a correspondent of the *New York World* on the effect of free and unlimited coinage of silver. The Tacoma paper quotes him as saying:—

I believe that free and unlimited coinage of silver at a ratio of 16 to 1 in the United States would greatly increase the chance of an international agreement for the adoption of bi-metallicism. I am a strong international bi-metallicist myself, and I should like to see an international agreement headed by England, but I do not believe that it is in the sphere of practical politics. Even our English bi-metallicists are very much divided on the question of the ratio, and it would be impossible to get a proposal adopting any ratio through the House of Commons.

I attended the last two international bimetallic conferences in Paris and Brussels, and I came away from both with the impression that each European country wanted England to show the way, and that if they wait for England to show the way they will wait forever. We have a century of mono-metallicism behind us, and the forces opposed to any radical change are too strong.

What is wanted is an electric spark, and this will not come from England. I hope it will come from the United States. When the first step is taken I believe that other countries, such as France, Russia, and India, Germany, will join. England would open its India mints again, and we should have a stable bi-metallic par of exchange all over the world.

Asked whether he thought free coinage in the United States would lead England into silver mono-metallicism he said:—

My own humble opinion is that the United States is big enough and strong enough and rich enough to maintain a par of exchange. It is not improbable that panic would be organized and that there would be a selling of American securities by ignorant foreigners, but I believe there would be such a stimulus to trade and such an increase in exports of the United States that gold would begin to flow back in a natural manner. I believe that the way for the United States to keep their gold is to go on to silver.

Further questioned whether a ratio of 16 to 1 would help or hurt the chances of an international agreement upon a truly bi-metallic standard, Mr. Grenfell, who besides being chairman of the League is one of the most successful business men of London, answered:—

I believe that a ratio of 16 to 1 would help the prospects of an international conference very greatly. I enclose a motion which I proposed at the Brussels conference, and which all the delegates approved of. It was incorporated with a pronouncement signed by all the delegates. It was meant to assist the adoption of the 16 to 1 ratio by the United States.

The great difficulty is the ratio, and if the mints of the United States were opened to silver there would be a rise in the price of silver which would greatly help to overcome the difficulty. I feel certain that England will never adopt a ratio of anything like 16 to 1 as long as the market ratio is in the neighborhood of 30 to 1, but I believe that if the price of silver were once raised England would make great efforts to prevent it falling again.

Mr. Grenfell thought also that if bi-metallicism were once started in the United States it would give an enormous impetus to bi-metallic agitation throughout Europe to get different countries to join in a bi-metallic agreement with the United States, and he believed that "the agitation would be so strong that it would be impossible for the gold ring to fight against it."

THE ACCIDENT TO THE GALLIC.

Kobe, August 26th.

The accident to the O. & O. steamer *Gallie*, unfortunately, is much more serious than was supposed, and it is believed that it will be necessary for her to proceed to Nagasaki for temporary repairs and to Hongkong for complete overhaul. The dock at the southern port is not available and it will therefore be necessary to send the steamer to Hongkong. We have to-day received further particulars of the accident, and as will be seen, the latest advice, which can be relied upon, differs slightly from the account placed before our readers last night. We were right in supposing that the huge liner had been battered by passing vessels. The channel, we are assured by a gentleman who was on board, was crowded with junks, and the *Gallie* actually collided with one coal-laden boat, through the belchman of the junk luffing just before reaching the steamer. Had he held on he would have gone clear. The steamer's way was almost stopped, but she struck the junk on the starboard quarter and the latter shortly afterwards heeled over and shot out a lot of her coal. The *Gallie* immediately lowered a boat in charge of the Chief Officer to go to the assistance of the junk's crew. It was while attempting to pick up the boat that it was seen that the liner was dropping down upon the beach and she was then got under weigh again, but the tide caught her under the quarter and, before it was possible to get steering way on her, drove her badly on to the beach. That was about 6.30 a.m. on the 26th. She was got off about 9 o'clock. We were wrong in saying she was beached on the western shore of Hiko Island. After consultation it was decided to run the steamer ashore in the cove on the north-western side of Hiko Island, near the mouth of the river. According to the report, she was put into the mud, as it was seen that she was settling forward. There was water in all three of the forward compartments. No. 3 is in the worst condition. Messages have been sent to Nagasaki for gear and pumps and the services of a diver and it is likely these have reached the disabled steamer by this time.

The unfortunate vessel's mails have arrived, having been transferred, we believe, to an Osaka Shosen Kaisha steamer at Shimonoeki on Thursday evening (25th), which landed them and some of the passengers at Onomichi at 11 a.m. yesterday, whence she came on by rail to Kobe, arriving here at 7.30 last night. We should not omit to mention that the junk, which may be said to have been the cause of this deplorable disaster, partly sighted shortly after her crew were picked up by a passing boat and eventually drifted back to Shimonoeki. When the accident occurred the tide was at the ebb.—*Harald*.

SIGHT TESTS IN THE BRITISH MERCANTILE MARINE.

A Parliamentary paper has recently been issued containing a report by the Assistant Secretary of the Marine Department, to the Permanent Secretary of the Board of Trade, on sight tests used in the mercantile marine for the 16 months ended December, 1895. The report contains three tables: Table I. gives details of each case of failure reported; Table II. shows the percentage of failures to the total number of candidates examined; Table III. gives the nature of the colour defect in each case of reported colour blindness. There is a plate containing specimens of the colours of each series of tests used in the Hongkong test. During the period covered by the report, the new system of tests referred to in the last report has been in operation for the first time, and the percentage of failures in colour vision is slightly higher than under the old system, the percentage under the old system being 38, while under the new it amounts to 39. The total percentage of failures under the new system, including failures in form vision, as well as those in colour vision, is 2.8, while the total percentage of failures under the old system is as before—3.8. One special feature of the new system is the appeal to special examiners which is allowed when a candidate fails to pass in colour. Of the candidates who failed in colour 21 availed themselves of this appeal; eight were passed and 13 rejected. Candidates who fail to pass the form vision test are allowed to be re-examined at intervals of three weeks. Twelve candidates out of the 115 who failed to pass the form vision test were subsequently passed. The number of officers already in possession of certificates of competency who on coming up for examination failed to pass the test was 5; four masters, five mates, and 15 second mates failing in colour, and one master, 12 mates, and 16 second mates in form vision. No case of failure to pass the test for colour ignorance has been reported.—*Times*.

BORNEO COAL.

In its issue of May 22nd (page 2 of supplement) the *London and China Express* drew attention to the way in which Japan was rivaling Great Britain as a supplier of coal to the Eastern markets. The figures it gave were certainly sufficient to attract attention, showing as they did that Japan could lay down coal at Singapore cheaper by \$4.87, or say 10s. 9d. per ton, than was possible for Cardiff. The reason for this is alleged by the *Bimetallicist* (from which apparently our contemporary took its figures) to be owing to the fall of the gold price of the dollar.

Now we not long since drew attention to the as yet untried coal resources of British North Borneo, and expressed a hope that they would soon be ascertained. Meanwhile the figures above given induced us to make enquiries about Labuan coal which has, for very many years past, been sufficiently in evidence. The results are so striking that they are worth the attention of all concerned with steam matters in this part of the world. First, as regards the question of price. The article already referred to gives the prices of Cardiff coal as sold at Singapore as 28s. and of Japan coal as 17s. 9d. Now Labuan coal is sold at that port for from 12s. to 14s. per ton—in any case a considerable saving even on the Japanese price, and at the higher figure that of exactly one hundred per cent upon that of Cardiff coal. That it has not become better known is owing to causes which we need not now enlarge upon. Want of enterprise and former mismanagement had much to do with it, but under existing conditions these defects have been remedied, and the one small colliery now worked on the island is not sufficient to give an output which would effectively compete with those of Japan. But there is room for five other collieries in Labuan, and there is very little doubt that fresh openings will, before long, take place.

As regards quality the coal is a free burning and excellent steam coal, and has now established the good name to which it is entitled. An analysis by Sir Chas. A. Cameron, M.D., F.R.S., of Chemistry, F.C.S., ex-President Royal College of Surgeons, Ireland, shows:—

Water 5.76 Oxygen and nitrogen 14.50 Carbon 71.78 Sulphur 0.42 Hydrogen 5.76 Ash 1.75 Total 100.00.

The quantity exported in 1895 was under 5,000 tons, in 1896 about 17,000 tons were exported, and in 1895 42,500 tons. This year will show a further considerable increase.

Ocean steamers have called in for bunker coal, and the owners, captains and engineers

have all been satisfied with the results of their visits. Amongst others that have been in Labuan lately are the steamers *Albatross*, *Drum*, *Star*, *Exr. Ros. Castle*, *Sandwich*, *Headling*, *Asbury*, *Evermont*, *Castle*, and *Congalla*. The biggest steamer that has been in Labuan coasting hitherto is the *Ranza* of Liverpool.

A new wharf has just been completed that will accommodate big steamers better than the old one could. There is a depth of 26 feet alongside the new wharf at low water. Victoria's harbour is safe at all seasons of the year, and let it be noted that it is only at Victoria harbour that coals are loaded. "Raffles" anchorage, which is marked on some old charts, is not now used.

Under these circumstances there is little to wonder at in our Labuan friends feeling somewhat hopeful—we might perhaps say enthusiastic—as to the future of their coal market. Nobody will judge them the success for which they have waited so long.—*North Borneo Herald*.

MADE IN GERMANY.

The cultured Radical is usually about a generation or so behind his age; but the world moves even for him. We observe with gratification, therefore, that a Liberal statesman of great light and leading, by the aid of a popular book and a cheap magazine, has obtained a glimpse of the obvious. The mere "stupid" Tory in his mere stupid way has been saying for some time past that if British manufacturing industry is standing still or going backward, while the manufacturing industry of some other nations is rapidly moving forward, there must be something wrong with our methods and system. Lord Rosebery, who has found this out, has been reading Mr. Ernest Williams' "Made in Germany," and likewise an article on that book by Mr. Stead in the *Review of Reviews*; and it has been suddenly revealed unto him that British trade is in considerable danger from the competition of the foreigner. He has looked at one or two of Mr. Williams' summaries and they have alarmed him. He does not like the fact that our export of manufactured goods has fallen from £8. 1s. per head in 1872 to £5. 11s. 3d. per head in 1894. He has learnt with apprehension that while the value of our exports has risen from £22,000,000 in ten years, the imports of manufactured goods have increased by £16,000,000, which seems to show that our manufacturers are proving less and less able to supply our home market, to say nothing of those of other countries. Some other information Lord Rosebery must have acquired from his recent statistical studies; as, for instance, that in a dozen years the German iron industry, from being only half our own, is now on a level with it, and in manufactured iron and steel ahead of it; that British trade with British possessions is almost stationary, while that of Germany and Belgium has increased enormously; that our carrying trade is menaced by the efforts made by the German Government to encourage native shipping and shipbuilding; that Liverpool is no longer the first port of Europe, having been passed by Hamburg, and to all appearance may soon be passed by Antwerp.

All these things have frightened even an old-fashioned Radical like Lord Rosebery, and brought home to him the conviction—long ago felt and expressed in these pages—that we are opposed by foreign competitors who have organized themselves for industrial war against us as effectively as the German Government for the military campaign against the French in 1870. He tells us, none too early, that if we go on tamely trusting in our glorious old commercial traditions, just as the French soldier, we may be arranged for ourselves analogous disaster and defeat. The subject is about the weightiest that is before the country at present. Beside it most other questions are almost insignificant. What are the incidence of Local Rates, or the squabbles of Irish landlords and tenants, compared to this threatened, or even possible, loss of our commercial supremacy? It is high time our statesmen of all parties were alive to its importance, and we are glad to see Lord Rosebery following the excellent example set by Mr. Chamberlain in his Customs Union speeches and drawing some attention to it. Lord Rosebery suggests a Royal Commission to inquire into the question. By all means. We have had a Royal Commission on Agriculture, and a Royal Commission on Labour; let us have a Commission on Foreign Trade, which is a matter not less vital to us. An investigation of that kind is thorough and exhaustive, and it is a matter of state, if it is fair and impartial it will do more. It may tell us where and how we fail or at least make it impossible to label all our ailments with an easy and probably a quite incorrect name. Let us not even shrink the examination of matters which most of our public men have an habitual desire to avoid. Now that the mischief is admitted, or partially admitted, there is a tendency to put it down to a single and simple cause. Technical education is the fashionable phrase of the situation. If all apprenticeship in Germany is better educated, Mr. Stead gives us more lectures and more laboratories, and all will be well. Similarly the *Daily News*, after reciting a few vague generalizations from the cheap text-books, which used to be current at the Mechanics' Institutes forty years ago and are now largely discredited by modern scientific economists, tells us that nothing more is wanted than that our clerks and travellers should learn foreign languages! To talk like this is mere trifling with the subject. The relative advance of the foreigner due to many causes, of which these, at least, deserve consideration.

(1) Superior economy and efficiency of management.

(2) Superior technical knowledge.

(3) Comparative cheapness of labour; and lower scale of remuneration for skilled superintendence.

(4) Freedom from labour disputes.

(5) A less extravagant style of living among manufacturers and capitalists.

(6) Greater industry and attention to business all round.

(7) Enterprise in pushing the sale of goods, and more adaptability to the wants of customers.

(8) Protective tariffs.

(9) Bonuses, subsidies, and assisted transport.

We shall only fiddle with the question if we decline to examine all these points, and particularly the two last. The disease of the body economic is one of the system; the patient requires general as well as special treatment. To jump at the easy technical education nostrum, and drench us with large doses of that, in the exclusion of all other remedies, will leave us as bad as we were before. Technical education by all means; and if our clerks can be taught more French, and German, and Italian, and Spanish, that will do no harm either. But do not let us suppose that we can put things right by an Education Bill or two, any more than that we can dismiss the evidence of facts and figures by half-understood school-books. A Royal Commission which should state in its report that "Your Commissioners have not felt it within the scope of their inquiry" to consider such questions as Tariffs and Bonuses would be a silly farce. We do not say that this is the only question to investigate. But it is one question, and it has to be faced sooner or later. The time is coming for examining the whole foundations of our industrial system—Economic, social, financial, and educational. Let us go into the whole subject

with a solid determination to find out the truth—no matter what prejudices we shock or what order we disturb—and to put our house in order while there is yet time. Otherwise worse things may befall us than a drop in exports or an increase in the shipping of Hamburg and Antwerp.—*St. James's Gazette*.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before His Honour Mr. T. Sercombe Smith, Acting *Pro Tem* Judge.)

August 28th.

FETTERS.

The following cases have been fixed for the respective dates:—

Monday, August 31st.

1045—Cheong Nang Ke and anor. v. Cheong Fat. 1,000

Tuesday, September 1st.

1181—Li Yik Loong v. Sol Man Hop alias Sol Fung. 200.84

1215—Sol Man Hop v. Li Yik Loong. 455.60

Wednesday, September 2nd.

1195—Fook Cheong Ayan & Co. v. R. S. Thomas. 354.68

1229—Yee Yee v. Carlwits & Co. 275.45

Thursday, September 3rd.

1125—Man Yik Tong v. Hon. F. A. Cooper and anor. 800.00

Friday, September 4th.

1205—Tam Ka Sun v. Tam Chak Yu and anor. 7.70

JUDGMENTS.

Judgment was given for the plaintiffs in the following cases:—

1194—Ying Tai Lung v. Ng Fu Hok. 50.01

1214—Ho Kom v. Mok Hop. 2.70

1215—Kung On v. Yu Wo and Ng Cheong. 320.37

1219—Wong Ut Kim v. Tai Hing Cheong firm. 59.00

1223—Gejims Singh v. Soera and anor. 45.00

1227—Bijam Singh v. Rosario and anor. 25.09

1232—Sing Kee Aing v. U. S. Shree. 14.10

1234—Tam Lot v. Kwan Tin Tung. 605.66

Judgment was given for the defendant in the following case:—

1233—Laha Singh v. Yeong Ping. 10.03

SHIPPING AND MAIL NEWS.

MAILS DUE:

Tacoma (Tacoma) to-morrow.

Indian and Straits (Straits) 31st inst.

French (Natal) 1st prox.

American (Blight) 5th prox.

Tacoma (Tacoma) 13th prox.

American (Pier) 13th prox.

Canadian (Empress of Japan) 16th prox.

We are informed by the Agents of the Austrian Lloyd's S.N. Co. that the Company's steamer *Midna* left Kobe this afternoon for this port.

The O. & O. S. Co's steamer *Belge*, with mail, etc., from San Francisco to the 8th inst., via Honolulu, has arrived at Yokohama, and will leave for this port, via Nagasaki, to-morrow morning.

SHIPPING RETURNS.

From 6 p.m. yesterday to 6 p.m. to-day.

ARRIVALS.

Triumph, steamer from Holbow.

Pra Chom Koo, " " Hongkong.

Kwai of St. John, " " Molt.

Tacoma (Tacoma), " " Manila.

Kansu, " " Canton.

Araka Maru, " " Kutchinola.

Ulrich, " " Swatow.

Aggregating 9,073 tons register.

DEPARTURES.

Nanyang, steamer for Shanghai.

Straiths, " " Canton.

Vorwarts, " " Singapore.

Anson, " " Japan.

Kansu, " " Shanghai.

Talung, " " Swatow.

Ernest, " " Newcastle.

Holman, " " Coast Ports.

Aggregating 9,211 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

Philoa, in Kowloon Dock.

Kiang Tung, " " "

Pailo, " " "

Orient, " " "

Empress of India, " " "

Loo Soh, " " Cosmopolitan.

John Dakeley, " " "

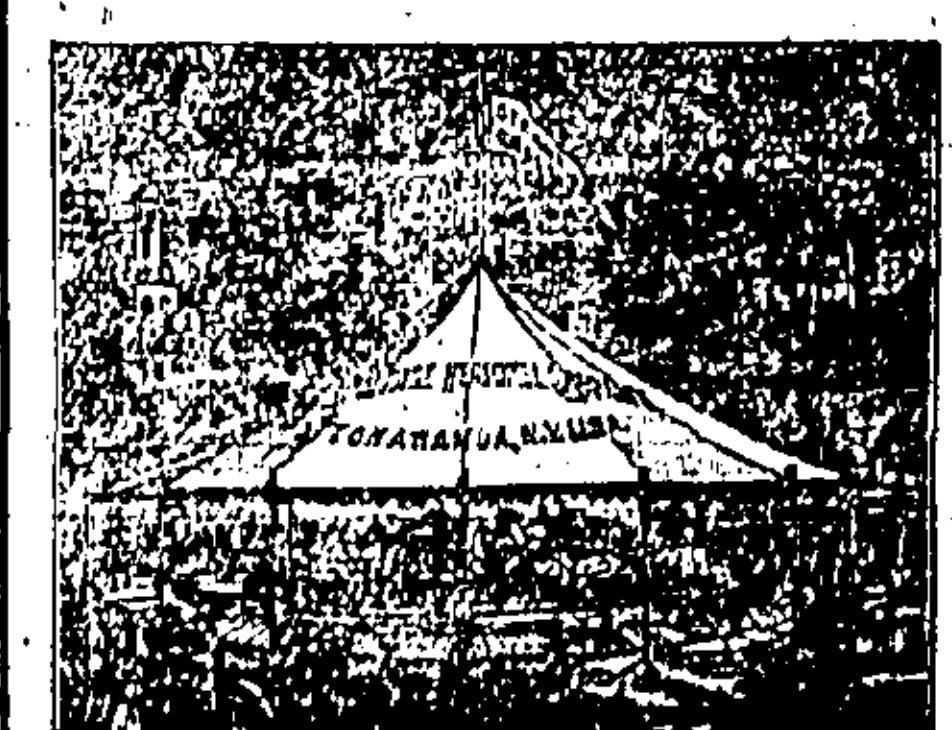
PAKED THE CANAL.

OUTWARD: 17th July—*Tacoma*, London; 21st July—*Agapantha*, 21st July—*Mogul*, Weymouth; 24th August—*Brisbane*, Queen Olga; 14th August—*Dorchester*, 7th August—*Glenkiln*, Java, Kienun, Natal; 11th August—*Melauis*, 14th August—*Calcutta*, Malacca, Palamau, Etchickala, Oak Branch, Radley; 21st August—*Ceylon*, 24th August—*Onyfa*, 25th August—*Sargidon*.

HOMEWARD: 18th August—*Banlawrie*, Car-marthenshire, Glenkiln, Preuss, Kagskitha Maru; 21st August—*Achilla*, Melbourne, Thalia.

Amusement.

LAST TWO DAYS.



THE MANAGER begs to inform the Public and those who have not as yet availed themselves of the opportunity of VISITING and RIDING on the AMERICAN STEAM RIDING GALLERY that this is positively the

LAST WEEK in Hongkong—Good Music, &c.

TO-DAY AND TO-MORROW, from 3 to 6.30 P.M.

CHILDREN HALF-PRICE.

Hongkong, 27th August, 1896.

Masonic.

ZETLAND LODGE.

No. 545, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 1st September, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 24th August, 1896. [1336]

Hotels.

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant. Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. ROHM, Proprietor & Manager.

Hongkong, 3rd April, 1895. [25]

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES.

(FROM APRIL 1ST TO OCTOBER 31ST).

One person, per day.....\$ 4.00

One person, per month.....\$75 to 90.00

Married couple (occupying one room) per day.....7.00

Married couple (occupying one room) per month.....150.00

Married couple (occupying two rooms) per month.....170.00

Extra Bed Room, per month.....\$40 to 50.00

For further particulars, apply to THE MANAGER, New Victoria Hotel, Hongkong, 2nd April, 1896. [127]

NEW VICTORIA HOTEL.

WE have the honour to inform our PATRONS, FRIENDS and the PUBLIC GENERALLY, that we have made arrangements to OPEN a

ROTISSERIE

In connection with the above Hotel on SEPTEMBER 1ST NEXT.

PRICES:—

Breakfast.....50 Cents. Per Month.....\$10.00

Tiffin.....75 " " " 15.00

Dinner.....\$1.00 " " " 20.00

Breakfast and Tiffin, " " " 25.00

Breakfast and Dinner, " " " 30.00

Tiffin and Dinner, " " " 32.50

Breakfast, Tiffin and Dinner, " " " 40.00

CHOPS, STEAKS, &c., &c., will be served at any time between 7.30 A.M. and 11.30 P.M.

MODERATE RATES.

PRICE LISTS of everything issued Daily.

MADAR & FARMER, Proprietors.

Hongkong, 27th July, 1896. [1190]

VICTORIA HOTEL, CANTON.

(LATE SHAMEN HOTEL, CANTON.)

MESSRS. MADAR & FARMER have the pleasure to inform their Patrons, Friends and the Public Generally that, having leased the SHAMEN HOTEL, they have re-furnished the whole Establishment, had it re-opened in every department, and have now RE-OPENED it under the more popular style of VICTORIA HOTEL.

For further Particulars, apply to the MANAGER or NEW VICTORIA HOTEL, Hongkong.

Hongkong, 10th December, 1895. [327]

FUJIYA HOTEL, MIYANOSHITA, HAKONE.

Four and a half hours from Yokohama.

FIRST-CLASS ACCOMMODATION. NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE BUILDINGS.

TWO ENGLISH BILLIARD TABLES.

EXCELLENT CUISINE.

S. N. YAMAGUCHI, Proprietor.

THOMAS'S GRILL ROOM.

THIS Establishment has always enjoyed a high class reputation for Liberality, Minn. Quality of Food and Execution of Cuisine. THIS REPUTATION WILL BE MAINTAINED.

Fresh Dairy Produce, FRUIT and other supplies are regularly imported from the United States, Canada, and Australia. BEEF from Kobe and TURTLES from the Straits.

THE WINES, SPIRITS and MALT LIQUORS, comprising all brands in general demand, are the Best shipped to the Far East. In addition to the BAR, GRILL and DINING ROOMS, the upper floors are arranged so as to provide PRIVATE ROOMS suitable for DINNERS or SUPPERS, &c.

PICNIC and BATHING PARTIES supplied with light refreshments at a reasonable notice. ICE CREAM from 2 p.m. to 11 p.m.

COLD MEAT SUPPERS from 9 to 11.30 P.M. THOMAS'S GRILL ROOM. FREDERICK BISHOP, Manager.

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 17 Le-Ho Road.

IS now in a position, in his New and Complete Premises, to receive and execute ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS and VIEWS a specialty.

Hongkong, 22nd September, 1896. [141]

Intimations.

NOTICE.

IT is hereby notified that the PORTION of WING LOK STREET leading from the HARBOUR OFFICE WESTWARDS to the PRAYA will be CLOSED to WHEELED TRAFFIC until further notice.

By Order, J. H. STEWART LOCKHART, Colonial Secretary. Hongkong, 26th August, 1896. [1348]

BELILIOS PUBLIC SCHOOL.

THIS SCHOOL will RE-COMMENCE on TUESDAY, the 1st September. Hongkong, 27th August, 1896. [1352]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT of BUSINESS CONTRIBUTED during the Half-year ended 30th June, 1896, on or before the 15th September, on which date the Accounts will be CLOSED.

By Order of the Board of Directors, THOS. I. ROSE, Secretary. Hongkong, 25th August, 1896. [1339]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 8 Pcs. CWT. per Share and BONUS of 4 Pcs. CWT. for the Six Months ending 30th June, 1896, DECLARED at Monday's Ordinary Half-yearly Meeting, will be PAYABLE at the Premises of the HONGKONG AND SHANGHAI BANKING CORPORATION on and after TUESDAY, the 25th August, and SHAREHOLDERS are requested to apply for DIVIDEND WARRANTS at the COMPANY'S OFFICE, No. 14, Praya Central.

By order of the Board of Directors, THOS. I. ROSE, Secretary. Hongkong, 24th August, 1896. [1332]

GENERAL DRAPERY.

WANTED A RELIABLE ASSISTANT as GENERAL SALESMAN in a RETAIL DRAPERY STORE.

Intimations.

APPETISING COOKERY,

that great desideratum, is readily and economically attained by the use of

BOVRIL

which is unequalled for imparting richness and delicacy of flavour to SOUPS, STEWS, HASHES, GRAVIES, ENTREES, &c.

A SAVOURY SANDWICH

Is made by spreading BOVRIL on Toast or Bread and Butter, forming a tasty little far more nourishing and sustaining than any ordinary Sandwich. (40 lbs. of BEEF are used in making 1 lb. of BOVRIL EXTRACT.)

PRICES CONSIDERABLE REDUCED BY WATKINS & CO., Sole Agents.

Hongkong, 28th August, 1896.

EASTERN MICA WORKS.

AHEAD ALL THE TIME!

60 BOILERS AND 2 MILES OF STEAM PIPE COVERED IN 12 MONTHS

THE LOCAL INDUSTRY.
HOLDSWORTH'S COMPOSITION
IS THE BEST AND CHEAPEST IN THE MARKETAND
RESULTS IN A SAVING OF AT LEAST TWENTY PER CENT. OF FUEL.
IN TIERS READY FOR USE, F.O.B. ONE TON COVERS 200 SQ. YD. FURN.

"X.G."—ASBESTOS COMPOSITION DRY IN CWT. BAGS.

REFERENCES.—

Hongkong & Whampoa Dock Co.; Blackhead & Co.; W. & A. Co.; Carmichael & Co.;
Chee Wai & Co.; I. M. Customs; Douglas Steamship Co. and the C. P. R.

For further Particulars, Prices, or Estimates, apply to

C. HOLDSWORTH,

EASTERN MICA WORKS,
HONGKONG.

Hongkong, 10th August, 1896.

SOCIÉTÉ ANONYME DE TRAVAUX DYLE ET BACALAN
Capital: 3,300,000
Head Office: 13, Avenue Daumesnil, Paris

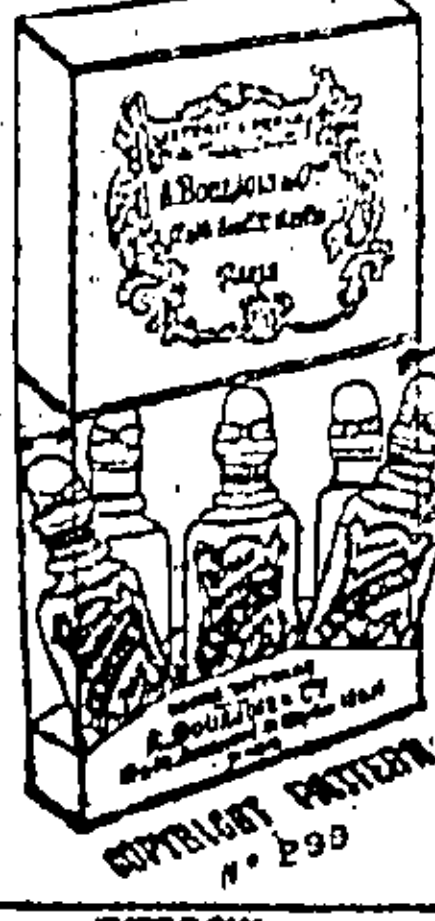
Constructing and repairing
Railways and Bridges

Apply to Messrs. DODWELL, CARLILL & Co., Hongkong, Agents for the Eastern Mica Works, Paris.

SPECIAL MAKERS OF ARTICLES FOR LADIES' COMPLEXION

JAVA POWDER

SOLD EVERYWHERE

LARGE ASSORTMENT OF
PERFUMES PUT UP IN THE LATEST
PARISIAN STYLE12 & 14, Boul. St. Martin
PARISROUGE & BLANC
FOR DYESBLANC & PIERRE
Liquor

EVERY CONSUMPTIVE

suffers greatly from extreme exhaustion and emaciation. There is no vitality, and recovery cannot be expected until the system has strength to fight the disease.

Scott's Emulsion

is the most natural and most effectual remedy in the world for all phases of Throat and Lung Diseases. It stops coughing, relieves local inflammation, overcomes the excessive wasting of the system, and gives strength. Its many uses in building up the system are due to its remarkable nourishing properties. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

STEAMERS.

OCEAN STEAMSHIP COMPANY,
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship"TANTALUS,"
Captain Hume, will be despatched as above
on THURSDAY, the 10th September.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th August, 1896. [1896]

JAVA, CHINA, JAPAN LINE OF
STEAMERS.UNDER MANAGEMENT OF THE
ROYAL PACKET NAVIGATION COMPANY
OF NETHERLANDS INDIA.PROPOSED SAILINGS.
(Subject to Alterations.)
JAVA, HONGKONG, YOKOHAMA, KOBE,
AMOI, HONGKONG, SINGAPORE,
JAVA.

FROM HONGKONG.

S.S. Germania..... | To JAVA..... | Sept.

S.S. Cassini..... | To JAVA..... | October.

S.S. Federation..... | To JAVA..... | Nov.

S.S. Cassini..... | To JAPAN..... | Sept.

S.S. Federation..... | To JAPAN..... | October.

S.S. Germania..... | To JAPAN..... | Nov.

General Agents for China & Japan,
LAUTZ, WEGENER & Co.,
Hankow, 22nd August, 1896. [1896]

STEAMERS.

"BEN" LINE OF STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship"BENMOHR,"
Captain Le Bouillier, will be despatched as
above on or about SATURDAY, the 5th Sept.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 24th August, 1896. [1896]

"BEN" LINE OF STEAMERS.
FOR LONDON.

THE Steamship

"BENLARI,"
Captain Wallace, will be despatched as above
on or about TUESDAY, the 8th September.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 24th August, 1896. [1896]

"SHIRE" LINE OF STEAMERS.
FOR HAVRE, HAMBURG AND
LONDON.

THE Steamship

"FLINTSHIRE,"
Captain Dwyer, will be despatched for the above
Ports on or about the 18th September.For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 20th August, 1896. [1896]

Shipping.

STEAMERS.

"GLEN" LINE OF STEAM PACKETS.
FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENESK,"
Captain Glass, will be despatched as above
TO-MORROW, the 29th instant, at 4 P.M.
instead of as previously advertised.
For Freight or Passage apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 17th August, 1896. [1896]

"BEN" LINE OF STEAMERS.
FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"BENVORLICH,"
Captain Clark, will be despatched as above
TO-MORROW, the 29th instant, at 4 P.M.
For Freight or Passage apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 25th August, 1896. [1896]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOI AND FOCHOW.

THE Company's Steamship

"HATTAN,"
Captain J. S. Ross, will be despatched for the
above Ports on SUNDAY, the 30th instant,
at Daylight.For Freight or Passage, apply to
DOUGLAS LAFFRAIR & Co.,
General Managers.

Hongkong, 27th August, 1896. [1896]

NIPPON YUSEN KAISHA.
FOR SINGAPORE, COLOMBO AND
BOMBAY.

THE Company's Chartered Steamship

"KNIGHT OF ST. JOHN,"
Captain A. H. Elliott, will be despatched for the
above Ports on MONDAY, the 31st instant, at
Noon, instead of as previously advertised.For Freight, apply to
NIPPON YUSEN KAISHA,
Agents.

Hongkong, 26th August, 1896. [1896]

CHINA NAVIGATION COMPANY,
LIMITED.FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"
R. Nelson, Commander, will be despatched on
MONDAY, the 31st instant, at 3 P.M.
The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.
The First-class Saloon is situated forward of the
Engines. A Refrigerating Chamber ensures the
Supply of Fresh Provisions during the entire
voyage.A daily qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th August, 1896. [1896]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR KOBE (DIRECT).

THE Steamship

"GUTHRIE,"
Captain St. John, will be despatched as
above on MONDAY, the 31st instant, at 3 P.M.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 25th August, 1896. [1896]

"RICKMERS" REGULAR LINE OF
STEAMERS.FOR MARSEILLES, HAVRE AND
HAMBURG.

THE Company's Steamship

"ELLEN RICKMERS,"
Captain Struck, will be despatched as above
on MONDAY, the 31st instant.For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 12th August, 1896. [1896]

NAVIGAZIONE GENERALE ITALIANA,
(FLORENCE & RUSSIAN UNITED COMPANIES)STEAM FOR
SINGAPORE, PENANG AND BOMBAY.Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN AND
GENOA.ALSO
VENICE AND TRIESTE, ALL MEDITERRA-
NEAN, ADRIATIC, LEVANTINE AND
SOUTH AMERICAN PORTS up to
CALLAO.Taking Cargo at through rates to PERSIAN
GULF AND BAGDAD.ALSO
BARCELONA, VALENZA, ALICANTE,
ALMERIA AND MALAGA.

THE Steamship

"LETIMBERO,"
Captain Belito, will be despatched as above
on WEDNESDAY, the 4th and 5th Sept., at Noon.At Bombay the Steamers are discharging in
VICTORIA DOCK.For Further Particulars regarding Freight and
Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 26th August, 1896. [1896]

"GLEN" LINE OF STEAM PACKETS.
FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENFRUI,"
Captain Daisie, R.N.R., will be despatched as
above on or about THURSDAY, the 10th
September.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 25th August, 1896. [1896]

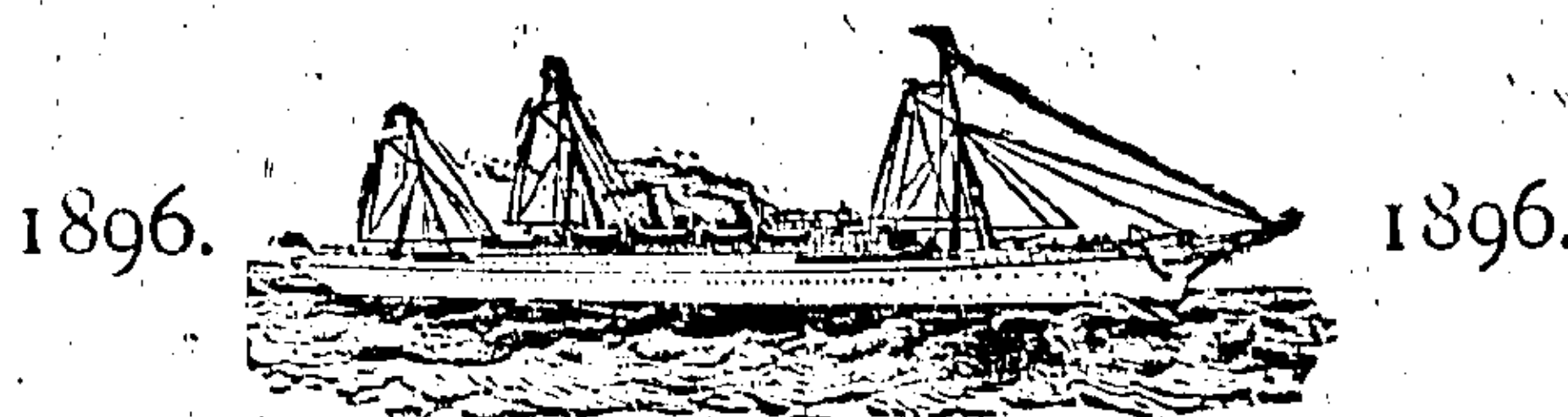
OCEAN STEAMSHIP COMPANY,
FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"DIOMED,"
Captain Bartlett, will be despatched as above
on TUESDAY, the 1st September.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 20th August, 1896. [1896]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1896. SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 2nd September.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 30th September.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 28th October.The magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL
TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets at various points at reduced rates. Good for 4, 6, 9 and 12 months.SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia,
via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months,
£100.The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition)
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Line passes.THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unequalled.For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pender's Street.

Hongkong, 12th August, 1896. [1896]

OCCIDENTAL & ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Naga-... Saturday, 12th Sept.,
saki, Kobe, Inland Sea, and Yokohama) at Noon.Coptic (via Naga-... Wednesday, 30th Sept.,
saki, Inland Sea, and Yokohama) at Noon.Galle (via Naga-... Saturday, 17th Oct.,
saki, Inland Sea, and Yokohama) at Noon.

THE Company's Steamship

"BELGIC"
will be despatched for SAN FRANCISCO, via
NAGASAKI, KOBE, INLAND SEA AND
YOKOHAMA, on SATURDAY, the 12th
September, 1896, at Noon. Connection being
made at Yokohama with Steamers on
Shanghai.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu
and passengers are allowed to break their
journey at any point en route.Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates, and particu-
lars of the various Routes may be obtained
upon application.Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.Passengers who have paid full fare, re-embur-
sing at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.Commodore Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.J. S. VAN BUREN, Agent.
Hongkong, 25th August, 1896. [1896]F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.SOLE AGENTS FOR
HARTMANN'S RAHTEN'S GENUINE
COMPOSITION RED HAND BRAND.
HARTMANN'S GREY FAIRY.
DAIMLER'S PATENT MOTOR LANCHES,
&c., &c.Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th May, 1896. [1896]

Mails.

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to
the very cheap rates offered by this Line
to the PACIFIC COAST and the INTERIOR and
EASTERN Cities of the UNITED STATES and
CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First-class Table.
DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS. The
YELLOWSTONE NATIONAL PARK route. Passen-
gers to EUROPE may proceed by one of the first
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Ports on application.
Special rates allowed to members of Govern-
ment Services.PROPOSED SAILINGS FROM
HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma | 4.49 | Thursday... | Sept. 3.

Victoria | 3.167 | Monday... | Sept. 21.

Olympia | 3.508 | Friday..... | Oct. 9.

Drammar | 3.501 | Tuesday... | Oct. 27.

THE Steamship

"TACOMA,"
Captain sailing at Noon, on
THURSDAY, the 3rd September, will proceed to
VICTORIA, B.C., and TACOMA, Wash., via
SHANGHAI, KOBE and YOKOHAMA.Through Bills of Lading issued to Japan,
Pacific Coast, China, and to Canadian and
United States Ports.Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the care of the Freight Agent, Northern Pacific
Railroad, Tacoma, Wash.Parcels must be sent to our Office (with address
marked in full) by 5 P.M., on the day previous to
sailing.For further information as to Passage or
Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 26th August, 1896. [1896]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.

THE Steamship

"ROSETTA,"
Captain F. N. Tildard, carrying Her Majesty's
Mail, will be despatched from this for
BOMBAY, &c., on THURSDAY, the 10th
September, at Noon, taking Passengers and
Cargo for the above Ports. This steamer connects
at Bombay with the S.S. Siamon, leaving that
Port on the 3rd Oct. for London direct.Silk and Valuable, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 27th August, 1896. [1896]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT.BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern | Tuesday... | 15th Sept.

Frisia | Tuesday... | 13th Oct.

Prinzess | Tuesday... | 10th Nov.

Sachsen | Tuesday... | 8th Dec.

Bayern | Tuesday... | 5th Jan.

Frisia | Tuesday... | 2nd Feb.

Prinzess | Tuesday... | 2nd March.

ON TUESDAY, the 15th day of September,
1896, at 9 A.M., the Company's Steamship
"BAVERN," Captain B. Blanks, with MAILED
PASSENGERS, SPECIE and CARGO, will
leave this Port as above, calling at NAPLES and
GENOA.Shipping Orders will be granted till Noon on
SATURDAY, the 12th Sept. Cargo and Specie
will be received on board until 5 P.M. on MONDAY
the 14th Sept. and